

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN,"2,363 tons Captain H. D. Jones.
 "POWAN,"2,338 " " W. A. Valentine.
 "FATSHAN,"2,360 " " R. D. Thomas.
 "HANKOW,"3,073 " " C. V. Lloyd.
 "KINSHAN,"1,995 " " J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

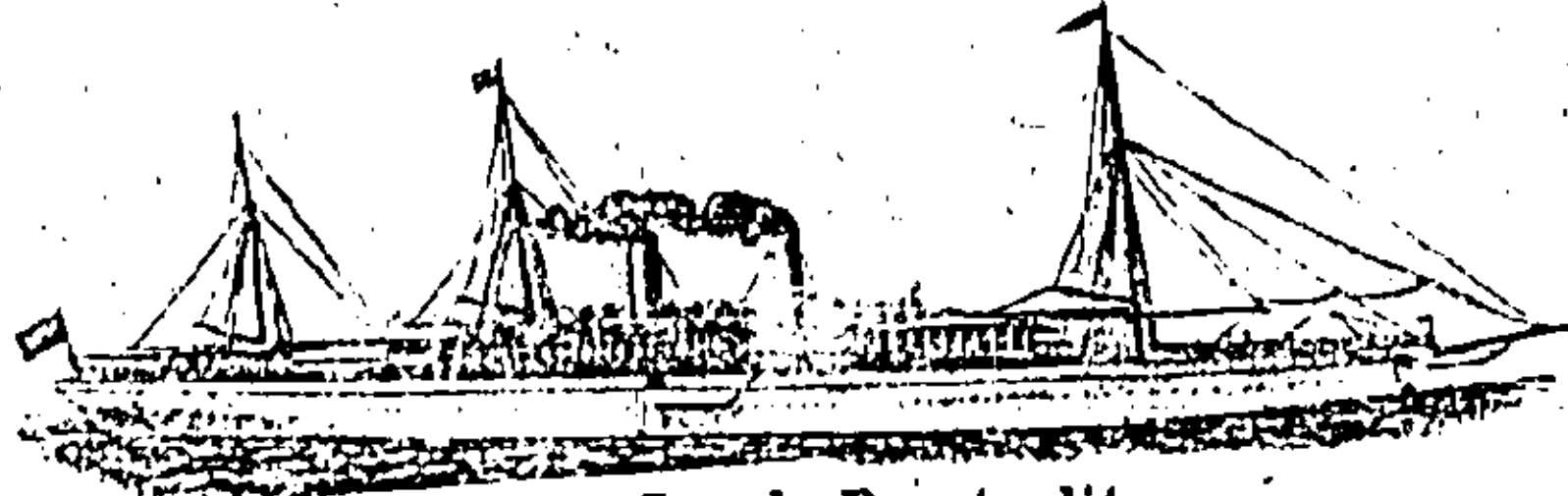
JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons Captain J. Willox.
 "NANNING,"569 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 Fares:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.
 12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"TARTAR"	4,475	WEDNESDAY, May 23	June 16
"EMPRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20
"EMPRESS OF INDIA"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	3,440	WEDNESDAY, June 27	July 21
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class \$14 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Hongkong, 9th May, 1906. Corner Pedder Street and Praya, opposite Blake Place. [15]

HAMBURG-AMERIKA LINIE. OBTARIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILVIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th May } Freight and Passengers.
JSTRIA	MARSEILLES and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	15th May } Freight.
C. FERD. LAEISZ	MARSEILLES, HAVRE & HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st June } Freight.
SITHONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	3rd June } Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th June } Freight.
ACILIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th June } Freight.
RHENANIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th July } Freight and Passengers.
VANDALIA	NEW YORK. (Calling at SINGAPORE and PENANG). With liberty to call at the Malabar Coast.	11th May } Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.
 Hongkong, 10th May, 1906. [15]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
RAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 23rd day of May, 1906, at Noon, the Steamship PRINZ HEINRICH, Capt. Groch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 21st May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 22nd May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 22nd May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE. A NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,327	TUESDAY, 26th June.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.

ON TUESDAY, the 29th day of May, 1906, at Noon, the Steamship WILLEHAD, Capt. Obanner, with Mails, Passengers and Cargo, will leave this port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return £42. 0. 0.	£27. 15. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return £61. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	95. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILING OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA
 PREUSSEN WEDNESDAY, 23rd May.
 FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA
 ZIETEN WEDNESDAY, 6th June.
 YOKOHAMA & KOBE PRINZ WALDEMAR WEDNESDAY, 6th June.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH & SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBLTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 10th May, 1906. [15]

Mammations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

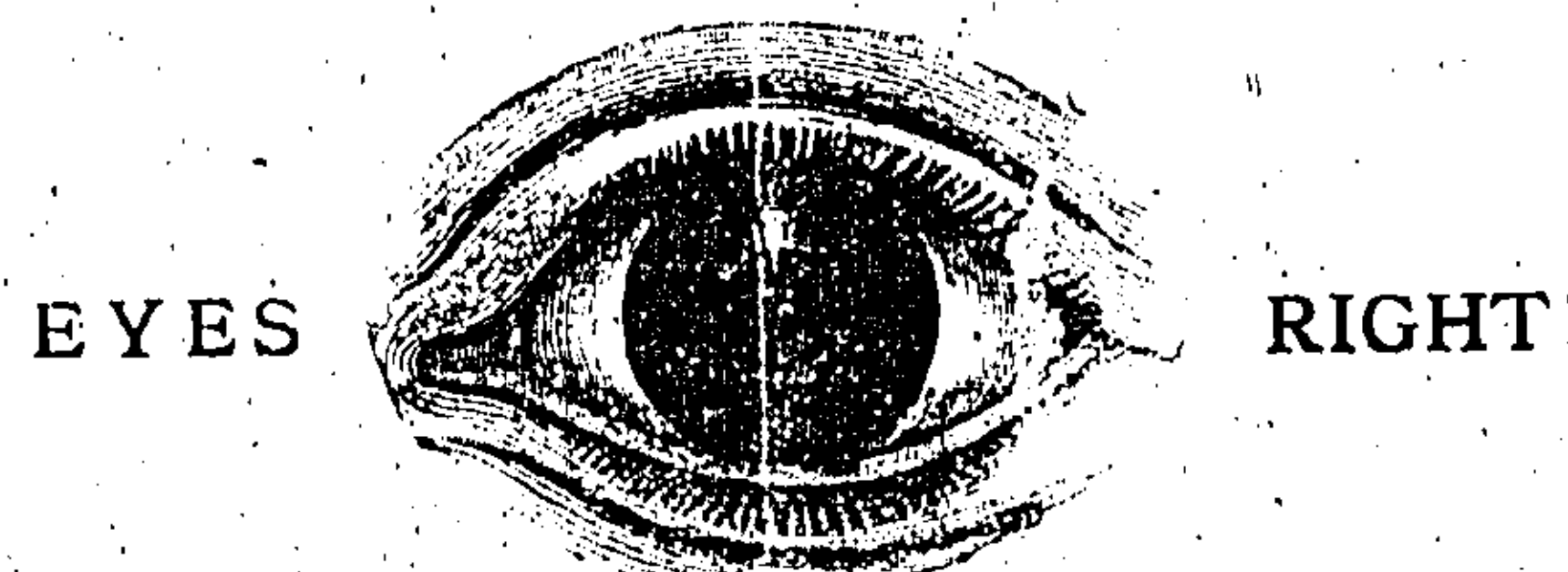
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [19]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 35 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. The steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG. [14]

Hongkong, 23rd December, 1905.

JAVA-CHINA-JAPAN LIJN. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAVA PORTS	Second half May
TJIPANAS	JAVA	First half June	JAPAN VIA SHANGHAI	Second half June
TJILATJAP	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st Floor.

Hongkong, 9th May, 1906. [15]

KWONG SANG & Co.

No. 70, WILKINSON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [18]

THE HONGKONG STUDIO. HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905. [16]

FOR SALE.

WELSCH'S INDOOR and OUTDOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

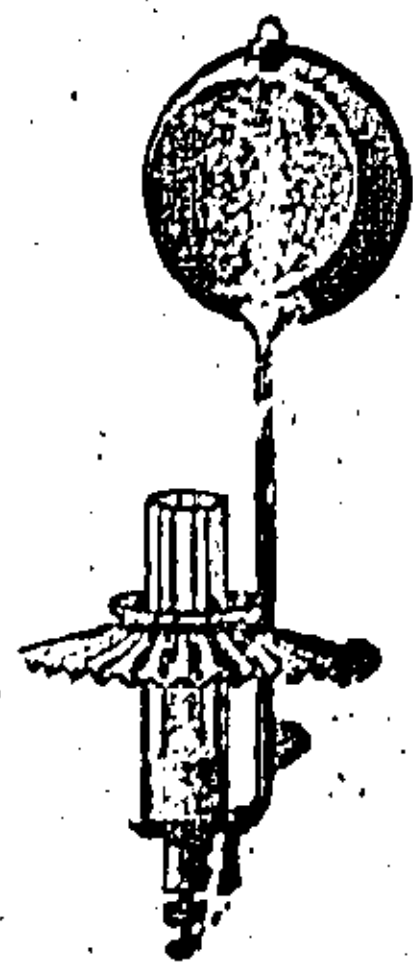
and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHITHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Voeux Road Central.

Hongkong, 10th April, 1906. [19]



Intimations.

Powell's

NEW DRESS FABRICS

for SUMMER GOWNS are wonderfully cheap.

MUSLINS

from 25 cents per yard.

FRENCH DELAINES

\$1 per yard.

"TENNESSEE" COLOURED DRESS LINENS

will wash and wear splendidly, 75 cents per yard.

VOILES, NAINSOOKS, ZEPHYRS, LAWNS, &c., &c.,

in large variety.

FIRST-CLASS DRESSMAKING

At very moderate charges.

WM. POWELL, LTD.,

Alexandra Buildings, HONGKONG.

Hongkong, 9th May, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'ARVILLE STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese

Silk Piece Goods,
Silver Wares,
Rare Embroideries,
Grass Cloths,
&c., &c.,

SUITABLE BOTH FOR
LADIES AND GENTLEMEN.

Ladies' Blouses.

Gentlemen's Pyjamas
SUITS SPECIALITY.

Prices exceptionally cheap.

Inspection earnestly solicited.
Hongkong, 4th May, 1906.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the TWENTY-FIRST ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Offices of the Company in Alexandra Buildings, on SATURDAY, the 12th instant, at 11.30 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1905.

The REGISTER OF SHARES will be CLOSED on WEDNESDAY, the 9th inst., to TUESDAY, the 15th inst., both days inclusive, during which period no Transfer of Shares will be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 3rd May, 1906.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the SEVENTH ANNUAL GENERAL MEETING OF THE SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 12th May, 1906, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1906, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 28th April to 12th May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd April, 1906.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 1/- per Share free of tax for account of the twelve months ending 1st February has been declared by the Directors of the above Company. COUPON No. 6 is payable immediately at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 1st May, 1906.

To Let.

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906.

TO LET.

NO. 2, OLD BAILEY.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 26th April, 1906.

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
11, Leadenhall Street, London, E.C.3.
Hongkong, 17th March, 1906.

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 30th December, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 27th June, 1905.

TO LET.

"EXMOOR," CONDUIT ROAD.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIFON TERRACE.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 9th May, 1906.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 9th May, 1906.

THE NAVAL MANOEUVRES.

COMPENSATION SCHEME—PLAN OF CAMPAIGN.

The naval manoeuvres, in which the co-operation of merchant vessels is desired, will take place between June 23 and July 2 in the area between England and Gibraltar.

Shipowners having steamers entering this area between June 23 and June 29, inclusive, are invited to allow certain of their vessels to participate.

It is proposed to include steamers outward bound via the Mediterranean and South Atlantic, and steamers homeward bound via the Mediterranean, but steamers carrying mails, passengers (excepting where the conditions of the passenger tickets authorise the vessels co-operating in the manoeuvres), live stock, chilled meats, green fruit, or vegetables will not be asked to take part.

Co-operating vessels will be required to conform to the following conditions:

1. They will call at Falmouth or Milford, Haven if outward bound, and at Gibraltar if homeward bound and make their passages thence in company with other vessels, or otherwise, as may be directed by the senior naval officer in these ports. It is proposed that as vessels collect in the above ports they should be despatched along the trade routes in groups of twelve or less, and it is anticipated that vessels will not be delayed on their voyage for more than sixty hours.

2. At each port the masters of vessels will receive full instructions concerning the future conduct of their ships, and the order in which their groups will sail. They will be required to conform to these instructions, and to obey signals made to them.

3. Whilst co-operating they will fly a red ensign at the fore, the enemy's men-of-war being distinguished by a blue ensign on the triatic stay abaft the foremast.

4. They will be required to do their best to escape from the enemy, and to communicate any information they may possess to men-of-war of their own side.

5. Should an enemy's man-of-war approach within three miles of a vessel, fire three guns, and hoist a signal to stop, the vessel will be considered captured, and will stop and allow herself to be boarded. After capture a vessel will communicate no information to either side.

6. Co-operation will be considered as having ceased, and vessels will haul down the red ensign and be free to part company.

(a) On passing the line between the Tuskar and Small lights of bound up the Irish Channel; the line between the Lizard and Ushant if bound up the English Channel; the meridian of Cape Spartel if bound for the Mediterranean; and the latitude of Cape St. Vincent if bound for the South Atlantic.

(b) After having been captured and boarded.

(c) At noon on July 2.

COMPENSATION ARRANGEMENT.

With a view to protect the shipowners and others against loss for merchant vessels engaged in the projected scheme—

1. The Admiralty will be prepared to make a demerage payment for the delay incurred at the following rates: 4d. per gross ton for the first thirty hours' delay, with a maximum of £100; and minimum payment of £60 and £40 respectively, after which the payment of 2d. per ton additional for each additional twelve hours or part thereof. Delay will be calculated on the number of hours which a vessel takes to reach the defined limit of the manoeuvre area in excess of the time at which she would have done so had she not co-operated.

2. The Admiralty will indemnify the steamship owners against liability or loss which they may incur in consequence of their entering into the suggested arrangement other than for loss of charter and such as may arise from the owner being deprived of the use of his ship owing to delayed arrival. The Admiralty will further indemnify the owners of cargo against loss incurred in consequence of the vessel entering into the arrangement.

3. The Admiralty will be prepared to meet the expenses of pilots and harbour dues incurred by vessels in ports included in the manoeuvring scheme.—*Navy League Journal.*

LORD Wolverton is one of Fortune's prime favourites. Eighteen years ago he was a poor man comparatively, with an income of a few hundreds a year, which he spent pleasantly enough in travelling in remote regions and hunting big game. Unexpectedly his elder brother died unmarried at the early age of twenty-seven, and he succeeded to the title and an income of £50,000 a year.

THE children of the Earl of Aberdeen have all been brought up to be useful. At one time a furnished cottage was placed at the disposal of Lady Marjorie, the Vicereine's daughter, who was expected to keep it tidy and even lay the fires and scrub the floors. The cottage stood in a small garden which was cultivated by his Excellency's sons, one of whose hobbies was the growing of fruit and vegetables.

SARABATE, the great violinist, is in one respect very fortunate among musicians. He knows nothing whatever of the drudgery and weariness of practising. Most well-known singers and great executants go on practising with more or less regularity all their lives. Not so Pablo Sarasate. He takes up his violin for his own amusement, but his fluency and facility are such that he can dispense with the arduous daily task of playing to keep his hand in.

Intimations.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

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CLERK WANTED, Quick Writer and able to Correspond.

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Hongkong, 9th May, 1906.

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A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

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Hongkong, 4th December, 1905.

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EXCELLENT CUISINE.

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TO ORDER IN

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EUROPEAN MANAGEMENT.

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THE MANAGER.

Macao, 16th October, 1905.

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Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

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SPECIALIZES.

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THE PROPRIETOR.

Hongkong, 7th May, 1906.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Miss CALDWELL, to sell by PUBLIC AUCTION,

TO-MORROW,
(FRIDAY) AND SATURDAY,
the 11th and 12th May, 1906, commencing each day at 2 P.M., sharp, within her residence,
Des Vaux Villa, the Peak,

THE WHOLE OF HER
VALUABLE HOUSEHOLD FURNITURE
THEREIN CONTAINED,
Comprising:—

DOUBLE and SINGLE IRON BED-STEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD WARDROBES with GLASS OVERMANTELS, MARBLED WASHSTANDS, TEAKWOOD EXTENSION DINING TABLES and CHAIRS, DINNERS WAGGONS, E.F. GLASS and CROCKERY WARE, PICTURES, CARPETS and RUGS, BRASS VASES and ORNAMENTS, 2 Singer's THREADLE SEWING MACHINES, COOKING STOVE and UTENSILS, &c., &c., &c.

ALSO
A large quantity of PLANTS in Pots.
Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th May, 1906.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

ON
SATURDAY,
the 12th May, 1906, commencing at 2.30 P.M.,
at his Sales Rooms, Duddell Street,

A CONSIGNMENT OF
FINE ELECTRO WARE,
Comprising:—

TEA and COFFEE POTS, SUGAR BOWLS, MILK JUGS, CUPS, SALVERS, NAPKIN RINGS, KETTLES, &c., &c., &c.

ALSO
Eighteen and Fourteen Carat GOLD WATCHES, GOLD FILLED and NICKEL WATCHES, &c., &c., &c.

On view from Friday, the 11th May.
TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 8th May, 1906.

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY,
situate at Caine Road, Victoria, Hongkong,
IN TWO LOTS,

ON
MONDAY,
the 21st day of May, 1906, at 3 P.M., at his
Sales Rooms, in Duddell Street,

BY
MR. GEO. P. LAMMERT,
Auctioneer.

Lot 1.—All those PIECES OF GROUND registered in the Land Office as SUB-SECTION No. 1 OF SECTION B OF INLAND LOT No. 120 and SUB-SECTION No. 1 OF SECTION B OF INLAND LOT No. 122 with the Messuage and Buildings thereon, known as No. 29, Caine Road. Area 7,537 square feet. Annual Crown Rent \$43.80.

Lot 2.—All those PIECES OF GROUND registered in the Land Office as the REMAINING PORTION OF SECTION B OF INLAND LOT No. 120 and the REMAINING PORTION OF SECTION B OF INLAND LOT No. 122 with the Messuage and Buildings thereon, known as No. 31, Caine Road. Area 7,176 square feet. Annual Crown Rent \$43.94.

For further particulars and conditions of sale, apply to—
EWENS, HARSTON & HARDING,
Vendor's Solicitors,
or to
MR. GEO. P. LAMMERT,
Auctioneer.

Hongkong, 9th May, 1906.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 14th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon,

COMPLETE CEMENT FACTORY,
Originally intended to be put up as the Kwan-tung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, by order of proprietor Mr. Hereditary Honorary Citizen Anatoly Charlamyevitch Telukow of Saigrajewo.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:—
LOCOMOBILES (Wolf, Magdeburg).
MILLING MACHINES (Smid, Copenhagen).
COOLING INSTALLATIONS (Atlas Fabr.).
ELECTRICAL (Allg. Elec. Comp.).
TRUCKS, &c., &c., &c. (Orenstein & Koppell).

All in all the whole plant is very nearly the same as the Factory Kjeksdorph, near Malmo in Sweden.
Specifications of the Machines and accessories as well as any further information may be obtained from—

SIEMSEN & CO.,
Hamburg & Hongkong,
and
LAWYER BUNOFF,
in St. Petersburg, Wassili Ostrow,
4 Linie, Haus No. 5,
as well as from the Auctioneers,
Messrs. HUGHES & HOUGH,
Hongkong, 1st May, 1906.

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JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

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Orders Promptly Executed.
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Intimations.



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BARRETTO & Co.,

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St. George..... \$4.00 Per Dozen Quarts.

Cru-Wynbron..... 4.50 " "

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Montferand..... 5.50 " "

Medoc..... 6.00 " "

St. Emillion..... 6.00 " "

St. Estephe..... 6.50 " "

St. Julien..... 7.50 " "

St. Estephe Su-

perior..... 9.00 " "

Chateau Margaux 9.00 " "

Chateau Leoville 9.00 " "

Chateau Lafite... 10.00 " "

Chateau Latose... 10.50 " "

BARRETTO & Co.,

Agents,

Nos. 22 & 24, Bank Buildings,

Queen's Road Central,

Hongkong, 29th May, 1905.

Intimations.



A. S. WATSON & CO.,
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DISINFECTANT,

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CHEAP

HARMLESS

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A. S. WATSON & CO.,
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ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

ITALIAN WINES

ASTI, MOSCATO,

BAROLO & BARBERA

FROM

G. LENTI,

ALESSANDRIA, PIEMONTE.

ALSO

TABLE CLARET IN CASKS.

Hongkong, 13th July, 1905.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$80 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue is in any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 10, 1906.

THE NAVY LEAGUE.

There can be no question that the Navy League is of inestimable to the Empire in stimulating interest in the Fleet and engendering a regard for its traditions and material. The branches of the League extend to all parts of the British possessions, and instil and maintain a constant attachment to our first line of defence. For it is on the Navy that we must depend in the last resort. The bulk of the raw material used in the manufacturing centres of the United Kingdom is obtained from abroad. Communication with the Colonies can only be maintained by the power of the Fleet, and if that power should disappear we in Hongkong would be at the mercy of any foreign foe. It is therefore interesting to read the annual report of the Navy League for 1905, showing the results of its labours. Among the cardinal principles of the League are the postulates: "That the protection of commerce at sea is vital to the people of this country, and especially to the working classes. That commerce can be guarded only by a supremely powerful Navy, able to assert and to maintain the command of the sea." It is the object of the League to convince every taxpayer and every politician, that judicious expenditure upon the Navy is, for the nation, only the ordinary insurance which no sane person grudges in private affairs, applied to risks appalling in their nature and extent, and to enlist, on national grounds, the support of all classes in maintaining the Fleet at the requisite standard of strength, and to denounce any shortcomings in this respect. The League supports the withdrawal of part of the fleet on the China Station, holding that with the recall from the China Seas of all the battleships recently stationed here, the concentration of British fleets in European waters is much advanced. The recent alliance with Japan has facilitated this step. For the two-power standard we have hitherto been accustomed to compare our force with that of France and Russia combined, and the practical destruction of Russian power at sea has removed for the present, one of the factors with which British naval policy had to deal. But the United Kingdom cannot afford to depart from the principle that the British Fleet must be equal to any two foreign fleets, and the League urges continual watchfulness on the action of the Government in maintaining the Fleet at the strength which spells safety. Reference is made to the Trafalgar celebrations which proved to be exceedingly successful, and it is remarked that the centenary year called for special efforts on the part of the League, to make the observance commensurate with the memory it was desired to celebrate. "It was, above all things, essential to avoid wounding, in any way, the susceptibilities of our friends across the Channel; but with the tact and graciousness inherent in the French nation, the difficulty was obviated by the act of Admiral Gervais who, when visiting London with his brother officers, and passing through Trafalgar Square, rose in his carriage and gravely saluted the monument of our great Admiral. The action was significant of the reverence with which our former foes now regard our greatest sailor." In referring to the over seas branches the following appears under the heading of "Hongkong"—"Your Committee would express much regret if there should be any tendency on the part of this branch to fall away from the very high standard of efficiency which has always distinguished it. Of course, some ebb and flow in such matters must always be expected owing to changes in officials and other causes, but we would most earnestly ask patriotic gentlemen in the most important Colony, to once more place this branch on the footing formerly occupied. We should remind Hongkong of the time when they fought and won, over the question of the Kowloon Extension." It may appear to those at home at the head of the League that there is a certain amount of lethargy on the part of the Hongkong branch, but those on the spot know how closely we are brought into touch with the Fleet and the handy men. We meet them at every corner, and indeed the Colony wears

almost a deserted appearance when the Fleet goes to summer at Wei-hai-wei. Business lags, and many shops might put up their shutters for lack of the trade brought by Jack. The question of the Fleet is therefore constantly before us, and any apathy that may be manifested by the branch of the League in Hongkong is more apparent than real. It is noted that the membership and income of the League show an increase, but nothing in comparison with the German Navy League which has 800,000 members and an income of £50,000. Altogether, it is evident that the League is a real force, ever having an eye to the welfare of the men and the ships, and inculcating that love and affection for the Fleet which will mean so much should we ever clash with a foreign combination of powers.

LOCAL AND GENERAL.

MR. F. A. Hazeland, at the Magistracy this morning, fined a sampan owner \$25, with the alternative of one month's hard labour, for dredging in the man-of-war anchorage yesterday afternoon.

TEN hawkers were charged before Mr. F. A. Hazeland this morning with hawking jewellery and other goods on board s.s. *Sachsen* and *Aphrodite*, in the harbour yesterday, without permits. They were each fined \$3.

AN irate old woman, who was this morning charged at the Police Court, with hawking without a licence, said: "The *Lukong* took something from the stall and would not pay for it. That is why I am here." On being told she was fined \$3, she added: "I won't pay it."

ON the authority of the greatest manufacturer of dental supplies in England there are over 300,000 oz. of pure gold worked up annually for dentists' use for material in filling teeth, in plates and solder, the value of this gold approximating £200,000.

INFORMATION gathered by the Tokyo Home Department shows that the number of soldiers throughout Japan who lost limbs or were otherwise crippled in the war, was 31,688. It is supposed, however, that more than a proportion of these will have to enter the asylum which has been established in accordance with a vote of the Diet.

THE death has just occurred at Westbury Workhouse, Wiltshire, of a forty-six-year-old baby. The child was born in Westbury, and at the age of twelve months its further development, both physically and mentally, was arrested. Throughout its life it was attired in baby's frock clothes, and continued to act and play and had to be fed and taken care of precisely as an infant.

ONE of the most serious errors in the dietary of most persons is that they drink too little water, said Dr. E. F. Willoughby, at the London Institute of Hygiene. For every one who drinks too much alcohol there are ten who drink too little water, and suffer in consequence from headache, languor, and many other ills. Water is truly the basis of life, for without it, even with plenty of other foods, life could not be sustained for any length of time.

THE case in which Mr. F. A. Hazeland reserved his decision some days ago in the matter where the Wo Hing Chan, firm said to be agents for the charterers of the s.s. *Rein*, allowed the vessel to attempt to leave the harbour in April last with more passengers than allowed by her port clearance, came up at the Police Court at noon to-day. It will be remembered the defendants held that they were neither the agents, charterers nor consignees of the *Rein*. Inspector Langley prosecuted and Mr. R. Harding (of Messrs. Ewens, Harston and Harding) defended. His Worship found defendants guilty, and imposed a fine of \$5.

AMONGST the silent members of Parliament Mr. Finch, the Father of the House, must be numbered. The member for Rutland, although a regular attendant and steady voter at St. Stephen's rarely raises his voice in debate. Curiously enough, the late Mr. W. B. Beach, another Father of the House of Commons, did not make above half-a-dozen speeches in the course of a Parliamentary career extending over close on half a century, while Sir Charles Burrell, a Father who sat for nearly sixty years, spoke but once during that period, when he introduced a Bill providing that housemaids should not be compelled to clean windows from the outside.

THE woman, Chan Fung, who was remanded in police custody yesterday to allow the body of her male child to be examined as to the cause of death, was brought up on remand at the Police Court this morning. The defendant was charged with removing a dead body without permission from the Sanitary authorities and bribing a *lukong* with \$1 to release her from custody. Inspector Gourlay, who prosecuted, said that he had been informed that the cause of the child's death was due to beri-beri. Mr. F. A. Hazeland bound her over in the sum of \$50 to come up for judgment when called upon, the dollar offered to the *lukong* to be placed in the poor box.

AT the Magistracy this afternoon, Mr. F. A. Hazeland gave his reserved judgment in the case in which two employees of the Ship On Wing firm of flour merchants were charged with inflicting certain trade-marks. The defendants were alleged to have been transferring flour of the Red Seal brand into bags bearing the White Lily mark. Mr. G. E. Morrell, of Messrs. Denys and Bowley, prosecuted, and Mr. A. Holborow, of Messrs. Deacon, Looker and Deacon, defended. After quoting different authorities at length, his Worship held that they (defendants) in doing so, intended to defraud. The defendants were convicted, and ordered to be bound over in the sum of \$100 to come up for judgment when called upon.

AN EX-SHROFF'S BANKRUPTCY.

PUBLIC EXAMINATION.

In Bankruptcy Jurisdiction this morning before His Honour, Sir Francis Pigott, Chief Justice, the examination of Lau Wai Chun, ex-shroff of the Hongkong and Shanghai Bank, was continued.

To Mr. Dixon, who appeared on behalf of the petitioning creditor, witness said he first became aware that he could not pay his debts in January or February. Before that he believed he was solvent, as no one pressed him for payment of any accounts. In August of last year he considered himself solvent; he was in difficulty, but not serious difficulty. He continued to carry on his business in that belief. There were \$50,000 due to him from the Wank Fung Bank, on a promissory note, dated 17th August, 1898. He put that in the list of doubtful debts, because he was not paid when he asked for his money. He did not like to put it down as a bad debt, because the managing partner of the Bank was a man of means. The debt of \$1,000 due from Loong Chi of Canton was a good one. He was a wealthy man.

Mr. Dixon: Then if he was so wealthy how came he to borrow \$4,000 from you?

Witness: He was a shroff in the Bank and the \$4,000 was over-drawn by him and as he could not pay it I asked him for the promissory note. He has no property in Hongkong. Witness had a half share in a mortgage on certain property in Hongkong and collected the rents, but they were not enough to pay the interest on the mortgage.

This closed the examination.

Mr. Master then applied on behalf of the Official Receiver for an order of adjudication.

His Honour: Very well.

Mr. Dixon applied for a rescission of the receiving order, as the bankrupt had not sufficient property to divide among the creditors.

His Honour: But he has been adjudicated.

Mr. Dixon: Well, my Lord, I asked you hear my application, before you heard the application for adjudication.

His Honour: Oh, well, let me hear you.

Mr. Dixon said the liabilities amounted to \$2,160,725, while his assets only amounted to \$65,160, of which \$50,000 was due from a man who had owed it for the past eight years, had never attempted to pay the interest or any of the principal, and he was, moreover, out of the jurisdiction. Another \$4,000 was also in the same position, and the bankrupt held no security for these amounts, while he calculated that, of the balance, about 10 per cent. only would be recovered, so that the creditors would get nothing practically.

His Honour: Can no action be taken for recovery of the \$4,000?

Mr. Dixon: Well, my Lord, it is always so difficult to recover from persons out of jurisdiction. These bankruptcy proceedings have been brought to render this man immune from arrest, and he would ask that the main be not adjudged bankrupt, so that he might be at the mercy of his creditors who could take any action they liked. Mr. Dixon, continuing, said that although he could not at present prove it, they believed that he had considerable property in Canton, which he was concealing from his creditors, and which no doubt he could be made to disgorge if his creditors took action against him.

Mr. Master said that he opposed the application, on the ground that it ought to have been made at the time of the petition.

His Honour: But if the order is made, how will it affect the secured creditors?

Mr. Wakeman: It will not affect them at all.

His Honour: And the bankruptcy will not help them either?

Mr. Wakeman: They can press their securities in either case.

His Honour: Well, Mr. Wakeman, how do you propose to act?

Mr. Wakeman: The \$50,000 debtor is in Macao holding the monopoly in the *fantan* shops.

His Honour: Oh! Not in Canton? Then there should not be any difficulty in Macao, as the Portuguese law will recognize our claims.

Mr. Wakeman: Possibly, my Lord; I have not so far had to take action in Macao before. As regards the \$1,000 there is very little possibility of recovering that as it is in Canton.

His Honour said he would take time to consider the application.

Mr. Master asked for costs of the day.

His Honour said he must consider the point.

Mr. Dixon then asked that the application for adjudication be also adjourned.

His Honour said both applications must stand over, the question of costs being reserved.

SPANIARD'S INGRATITUDE.

Joao Valhaldo, the Spanish seaman, who was charged recently with being a vagrant, and who, it will be remembered, was promised a passage home by the Board of Trade, and afterwards received into the Sailors' Home after the philanthropic guarantor had been forthcoming, was charged by Inspector Collett, at the Police Court this morning, with heaving in the public street at West Point yesterday.

His Worship—Is this the same man?

Sergt. Gordon—Yes, your Worship. Every preparation was made for his departure; he was told not to leave the Home as his boat was to leave last Tuesday. Defendant left the Home and lost the ship.

His Worship—Ask him why he left the Home?

Defendant—The Shipping Master said I was a bad man, and did not want me around.

His Worship—This man is a nuisance. Take him to the Harbour Master and make inquiries when the next vessel leaves so that he can be put on board.

An hour later Valhaldo was brought into Court, and his Worship was informed that a vessel was expected to leave here in a week's time.

His Worship—I will then remand the case for one week. When the vessel is about to leave Valhaldo will be put aboard.

SUITS FOR MONEY LENT.

In Summary Jurisdiction this morning his Honour, Mr. A. G. Wise, Police Judge, presiding, the case was heard of Fazal Ahmad, of 21 Austin Road, Kowloon, tailor, versus Akbar Khan, of No. 21 Des Vaux Road, Victoria, Hongkong, for recovery of the sum of \$340, being money lent by the plaintiff to defendant on or about the 15th March, 1904.

Mr. H. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, and Mr. F. Paget Hett, of Messrs. Brutton and Hett, represented the defendant.

Mr. Gardiner said that this was a suit for money lent, but though the plaintiff had no documentary evidence of the debt he had so many other witnesses, that he was sure that after hearing them his Lordship would be convinced that this was good in law, and called the plaintiff.

Mr. Hett here raised the question as to whether the Mohammedan plaintiff's being sworn on the Koran was good, when His Honour said he had better be decided in the usual way.

Mr. Hett then pointed out that in the next case that was to come on, which was much mixed up with this case the sworn Court interpreter was related to one of the parties and said that his interpretation might not be legal.

His Honour said he would consider the point when the time came.

Fazal Ahmad, the plaintiff, was then called, and stated that he lent the money to the defendant to enable him to settle a partnership account, but he did not get any documentary acknowledgement of the debt. Plaintiff said that on the 15th March, 1904, defendant went to him and told him about the partnership dispute, and asked him to lend him \$340. Witness gave him the money, but did not take a receipt, but he paid the money in the presence of several witnesses. He saw defendant several times after, but did not ask him for the money.

Mr. Gardiner: When did you ask him for the money?

Mr. Hett: I object to that; the man has distinctly said he had not asked for the money.

His Honour (holding up the writ): Well, this itself is a request.

Mr. Gardiner said he would put it differently, and asked witness if he ever asked for the money at all, when witness said he did so in October of last year. Defendant then admitted that he owed the money, and said that a subadar of the Garrison Artillery owed him a large sum, and if he could get payment he would pay witness. Defendant then took witness to the subadar together with some friends, and the subadar said he could not pay any money then. Defendant then promised to pay the money on the 12th April last, but did not do so. After the summons had been issued defendant sent to tell the plaintiff that he would pay him \$340 without costs if plaintiff would withdraw the summons, but plaintiff refused to accept those terms.

Considerable evidence was adduced on behalf of the plaintiff, a number of witnesses testifying to the facts as set forth in the claim, and these were not shaken in cross-examination.

Mr. Hett then said that the case for the defence was that there never had been any monetary transactions between the parties. The only matter between them was the making of a pair of trousers by the plaintiff for defendant. At the time he was alleged to have gone to borrow this money he was ill and unable to move. Unhappily, Dr. Gibson who attended him during that illness had gone home, so that they could not get his evidence, and Dr. Jordan had informed him that Dr. Gibson had taken his attendance book with him. Altogether defendant had been ill in hospital eight or nine months.

His Honour: But that was from the 26th April.

Mr. Hett: Yes, my lord, but he had been ill for some considerable time before that.

His Honour: It's a pity he did not go into hospital before the 15th March! It might have altered circumstances.

Evidence was called in corroboration of the above statement for the defence, defendant stating that during the month of March, 1904, he was very ill, and quite unable to go out of his house. He first saw the plaintiff at the house of Subadar Mohammed Ali. He had never borrowed any money from the plaintiff. On the 7th April, 1904, witness lent Subadar Mohammed Ali \$500. The Subadar was a very intimate friend of his. The plaintiff had never borrowed any money from witness; he had never had any monetary transactions with the plaintiff. Witness could not read or write. To Mr. Gardiner witness said he never went to the Subadar's house with plaintiff; he did meet him one day when he was with the Subadar. Mr. Gardiner: You have said that Subadar Mohammed Ali was an intimate friend of yours—in what way did he show his friendship?

Witness: He used to come and talk with me, and borrowed money when he wanted it. He borrowed \$1,500, but did not give me any receipt for same!

Re-examined by Mr. Hett witness said he only went out once in April, on the 7th, and then Subadar Mohammed Ali helped him into his ricksha. When the Subadar paid off the \$500 he asked for a receipt and witness gave it, and he must have it now. The Manager of the Opium Farm was called and stated that he knew defendant well, as he kept his money with him and defendant used to come to draw it whenever he wanted it, and used also to consult witness about his business. At the end of 1903 defendant had in deposit with him \$2,700 and the balance remained the same until 7th April, 1904, as he drew nothing in the interim. At the end of 1905 the balance to his credit was \$2,396.03. A short time ago he drew out \$2,000, and that he again later deposited two sums of \$1,000 each, and the balance to-day was more than \$2,000, to his credit. Witness then spoke as to the long illness of the defendant, and said, witness's clerk saw defendant almost daily, and witness frequently saw himself, and then he was always unable to get out of his bed. For the whole month of March he was unable to get out of his bed. Defendant was entitled to have his money whenever he wanted it, and it would be impossible for him to require to borrow. Defendant was in no way indebted to witness. As far as witness knew the defendant was a man of good character. This concluded the case.

Judgment was reserved.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHOLERA IN SINGAPORE.

INCREASING RAPIDLY.

AUTHORITIES FIGHTING THE EPIDEMIC.

[From Our Own Correspondent.]

Singapore, 9th May,

4.50 p.m.

Cholera is rapidly increasing here. The authorities are doing everything to check its ravages.

THE NANCHANG TRAGEDY.

REFERRED TO THE WAIWUPU.

OPPOSITION BY CHINESE OFFICIALS TO PROPOSED SETTLEMENT.

[From Our Own Correspondent.]

Shanghai, 10th May,

2.20 p.m.

The Nanchang affair has again been referred to the Waiwupu, at the request of the French Minister, owing to the strong opposition which is being offered by Chinese officials to the conclusion of a satisfactory settlement.

RISING IN CHINA.

ANTI-FOREIGN OUTBREAK IN ANHUI.

[From Our Own Correspondent.]

Shanghai, 10th May,

2.20 p.m.

An insurrection is reported to have broken out at Chientehsien, in the province of Anhui.

The report states that the outbreak is the result of an anti-foreign movement.

A BIG LOAN.

INDIAN SOLDIER THE BORROWER.

Before His Honour Mr. A. G. Wise, Police Judge, this morning, sitting in Summary Jurisdiction, the case of Akbar Khan, of No. 21 Des Vaux Road, Victoria, Hongkong, versus Mohammed Ali, Subadar of the Hongkong-Singapore Battalion Royal Garrison Artillery, Kowloon, for recovery of the sum of \$223.64, being the amount of principal and interest for money lent by the plaintiff to defendant, was called on, but the defendant being a witness in the other case for money lent, the case was adjourned until to-morrow morning.

BEACHCOMBERS CHARGED.

A VAGRANT'S DEFENCE.

Three very prominent members of the Beachcombers' Society of Hongkong, trading under the names of J. A. Thomas, W. A. Martin and W. Pencost whose roosting place of late has been the City Hall, looking for a job, were placed before Mr. F. A. Hazeland, at the Magistracy to-day on a charge of vagrancy, having no visible means of subsistence and no fixed place of abode.

Martin denied that he was a vagrant, while the others pleaded guilty. He said that he was placed in the House of Detention by Mr. Gould for a short while.

His Worship—You have been in the House of Detention for weeks.

Insp. Gourlay—Months, your Worship. This defendant had been in the habit of coming to No. 2 Police station to sleep in a cell.

Continuing, Martin made a lengthy speech, saying that he had applied to all the shipping companies in Hongkong for a passage to Australia but could not get one. He was willing to work his way across, either as a carpenter or engineer. He had his wife and family in Australia and if he could only get there—

His Worship—Why don't you write to them? Defendant—They think I am dead. Once when I was in the House of Detention I gave a friend some money to post a letter, but that letter never reached its destination.

His Worship—You ought to have posted it yourself.

The defendants were ordered to the House of Detention.

SHIPPING AND MAILS.

MAILS DUE.

French (*Salasia*) 14th inst.
American (*America Maru*) 16th inst.
Canadian (*Empress of China*) 22nd inst.
American (*China*) 30th inst.
American (*Mongolia*) 30th inst.

The O. & O. S. S. Co.'s s.s. *Doric* arrived at San Francisco on 7th inst.

The P. & O. S. N. Co.'s s.s. *Peshawar* left Singapore for this port on 9th inst., at 6 p.m.

The M. M. Co.'s s.s. *Salasia*, with the next French mail, will leave Saigon on 11th inst., at 1 p.m. for this port.

The Imperial German Mail s.s. *Prinz Regent Luitpold*, which left here on 11th ult., arrived at Genoa on 8th inst., at 3 p.m.

The M. V. K. Bombay Line s.s. *Colombo Maru* left Bombay via Singapore for this port on 9th inst., and is expected here on 27th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

STEAMER ABANDONED.

FRENCH VESSEL ASHORE AT LUKAORAI ISLANDS.

[From Our Own Correspondent.]

Singapore, 9th May, 4.50 p.m.

The master of the steamship *Charterhouse*, from Amoy, reports that, on the 5th inst., he passed a large French steamer ashore on the rocks of Lukaorai Islands.

The vessel had apparently been abandoned.

[It may be conjectured that the wreck sighted by the *Charterhouse* was that of the French steamer *Cochon*, which went ashore at Pulo Canton some months ago. Efforts will be remembered, were made to save the vessel, but after a visit of inspection by Mr. Jameson and others it was decided that the cost of salvage would be too heavy to warrant the attempt being made, and she has now been left to the mercy of the waves.—Ed., H.K.T.]

[Reuter's.]

The Turco-Persian Boundary Question.

London, 8th May.

Sir Edward Grey, in a detailed statement about the Turkish negotiations, shows that Mouskhar Pasha, in an interview with the Khedive, demanded a boundary from El Rafah to Suez, and thence to Akabah.

The Khedive replied suggesting a demarcation, on the basis of the Grand Vizier's telegram of the 8th April, 1892, on a line running from El Rafah to three miles west of Akabah.

Turkey replied that the telegram only referred to the western side of the peninsula, and that its interpretation only concerned Turkey.

A British note of the 3rd April supported the Khedive's proposal, and asked for a favourable reply within ten days.

Sir Edward Grey added that the extent of the Turkish demands, and the tone and character of the Turkish communications to the Khedive, made it impossible to defer a settlement indefinitely. An assent to the development of the Turkish demands, would be read as a danger to the freedom of the Canal, the liberties of Egypt, and to the Khedival dynasty.

Later.

The whole Press warmly supports Sir Edward Grey's attitude on the question of the boundary of Sinai.

A Persian commission has left Teheran to delimitate the Turkish frontier.

The Education Bill.

Mr. Birrell formally moved the second reading of the Education Bill, and Mr. Wyndham moved its rejection.

United States Insurance Companies.

The Chicago Trading Insurance Co. has stopped, owing to the San Francisco claims. The stockholders lose £700,000, and policies amounting to thirty-two millions are wiped out.

FRENCH EXTRADITION CASE.

CHINESE TO LEND WITNESSES.

The two Chinamen—Li Mao Kai and Pong Ki Fong—who are being examined with a view to their extradition on charges of armed robbery and murder, alleged to have been committed in the Pat Yuet village, Kwong-chow-wan, on 25th July last, were brought up on remand at the Magistracy this afternoon. It will be remembered by our readers that these men were on the point of being extradited to the Chinese Government, when suddenly the French authorities at Kwong-chow-wan sent word to their Consul in Hongkong asking for the extradition of these men, who are claimed by the Chinese Government, giving as a reason that the village of Pat Yuet was within French jurisdiction. The two men were brought out of prison, placed before Mr. C. A. D. Melbourne and discharged on the ground that the Chinese authorities had no claim upon them. Two native detectives, who were waiting outside the Court—both armed with warrants—re-arrested the men on a charge of murder and armed robbery, said to have been committed within French jurisdiction.

At the last hearing, Col. Yeung, of the Shamien Guards, who was dispatched here by the Canton authorities to prosecute, refused point blank to allow his witnesses to be placed in the box to give testimony for the French authorities, and the case was remanded until this afternoon to allow Col. Yeung to consult with Viceroy Shum of Canton in the matter. The Viceroy was consulted and it was agreed that the Chinese witnesses be allowed to give testimony for the French authorities. This being the case, the examination of the defendants was opened this afternoon, the facts of which have already appeared in these columns.

QUEEN Amelia of Portugal is the only Royal lady doctor in the world, i.e., the only Queen who is a doctor by merit, for many Royal ladies have received the degree of doctor of one sort or another as a courtesy title. Queen Amelia, however, went through a thorough course of medical training, and on more than one occasion, when walking in Lisbon, she has been able to render medical aid in street accidents.

TELEGRAM.

SHANGHAI JOCKEY CLUB.

THIRD DAY'S RACES.

The results of the concluding day's races at Shanghai are as follows:—
THE PARI-MUTUEL STAKES.—One mile and a half. Value, Tls. 300. Second Pony, Tls. 25. If five or more starters, Third Pony, Tls. 20. For China Ponies, Weight for inches as per scale. Griffiths at date of entry allowed 7 lbs. A penalty of 7 lbs. for Non-Starters and Winners at this Meeting. Entrance, Tls. 5.

Arpatrick (Burkill) 1
Atlantic (Johnstone) 2
Time 3m. 13 2/5 secs.

THE RACING STAKES.—One mile. Value, Tls. 250. Second Pony, Tls. 20. If five or more starters, Third Pony, Tls. 15. For China Ponies, Weight for inches as per scale. Griffiths at date of entry and Non-Starters at any Meeting, allowed 5 lbs. Winners, 5 lbs. extra. Entrance, Tls. 5.
Cosmopolitan (Abel) 1
Framfield (Johnstone) 2
Soyeda (Wuilleumier) 3
Time 2m. 4 3/5 secs.

THE YAMOTSE CUP.—One mile and three-quarters. Value, Tls. 250. Second Pony, Tls. 20. If five or more starters, Third Pony, Tls. 15. For China Ponies, Weight for inches as per scale. Griffiths at date of entry and Non-Starters at any Meeting, allowed 5 lbs. extra. Unplaced Ponies allowed 5 lbs. Entrance, Tls. 5.
Sphere (Cumming) 1
Czardas (Cox) 2
Kinnell (Wuilleumier) 3
Time 3m. 52 2/5 secs.

THE MANCHU STAKES.—One mile and a quarter. Value, Tls. 250. Second Pony, Tls. 20. If five or more starters, Third Pony, Tls. 15. For China Ponies, Weight for inches as per scale. Griffiths at date of entry, that have run and not won a Race. Weight for inches as per scale. Entrance, Tls. 5.
Heathfield (Burkill) 1
Misanthropus (Griffiths) 2
Autolykus (Johnstone) 3
Time 2m. 37 4/5 secs.

THE CHAMPION SWEEPSTAKES.—One mile and a quarter. Value, Tls. 800. Second Pony, Tls. 200. Third Pony, Tls. 100. For all China Ponies, Weight for inches as per scale. Weight for inches as per scale. No Entrance fee.
Celtic (Cumming) 1
Brocton (Hayes) 2
Argente (Meyerink) 3
Time 2m. 35 3/5 secs.

THE NIP DESPERANDUM CUP.—Seven Furlongs. Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For subscription Griffiths of this Meeting that have run and not won a Race. Weight for inches as per scale. Unplaced Ponies allowed 5 lbs. Jockeys who have ever won the Champions, Derby or St. Leger at Shanghai, Hongkong or Tientsin, barred. Entrance, Tls. 5.
Dis Dore (Zalm) 1
Mutabi (Abel) 2
Glean (Chenorr) 3
Time 1m. 50 3/5 secs.

HARRY DE WINDT.

A WELL KNOWN EXPLORER.

Mr. Harry de Windt, brother-in-law to the Rajah of Sarawak, and an explorer, adventurer and soldier of fortune is thus described by his friend Raymond Blathwayt.
"Rather a small man—Harry de Windt, but how compact, how wiry, how well set up! A little pocket Hercules, as a famous ambassador once aptly described him; a clear-cut face, with a rather fiercely upturned moustache; very laughing eyes; a man with all that there is of highbred, Parisian courtesy; a friend who would be true to the death; an adversary whom it would be prudent to agree with quickly while you were in the way with him.

And with vivid, vibrant power of describing all he has seen—and, for the matter of that, he has not seen either, for, delightful raconteur that he is, he never allows himself to be hampered by the mere accident of facts. But after all, he has seen and done so much, and he knows so intimately the Vanity Fair of this world, and all the many pilgrims within it, that he hardly requires to draw upon his imagination at all. For instance, his recent journey from Paris to New York overlaid with what a veritable Way of Sorrows stretched itself before him as he and his companions, many of whom died heartbroken upon the way, took their slow and organised course through the weary, frost-bound snow-clad Siberian wilderness, and this for thousands of miles with the thermometer showing no less than 100 degrees of frost and with hardly any food, and frequently no shelter at all from the blinding fury of Arctic blizzards, by day or by night. And all this I heard him describe during the course of one of his thrilling lectures at Eastbourne only a week or two ago.

I asked him once what it was that made him take up such a life of adventure, and especially why so often his journeys had taken the form of travelling by land to places to which ordinary people found their way comfortably by sea. "Well," he replied, as he lit his pipe, the faithful companion of many and many long and dangerous journeys, "I will tell you. To begin with, I left home many years ago when I was a young officer in the British Army, to accompany my brother-in-law, the Rajah of Sarawak, as his A.D.C. I spent several years in Borneo, and I filled myself up with the romance of the story of the first Rajah, Sir James Brooke, while all the time I was going on expeditions with his nephew, the present Rajah, against the headhunting Sea-Dyaks. The whole life was like a dream; rather, perhaps, it was a vivid actualisation of the stories of Marryat, R. M. Ballantyne, and H. G. Kingston, which had been the joy of my boyish days. And so gradually the love of adventure, the undying restlessness of the wanderer, stole into my soul and I started off upon my travels. "One day, seated in the club at Hongkong, and looking out of the window, I observed a man who was sitting there. 'It is a curious thing to think that one could go all the way from here to Paris by dry land.'

"He laughed me to scorn, with the usual ignorance and arrogance of the Englishman, and replied, 'My dear fellow, you would have to go by the Atlantic or the Pacific or the Indian Ocean. I am not quite sure which.'

"You are an ass, I replied, and I forthwith jumped up and rode from Peking to Paris. And that was how I came to start off on these overland journeys."

"He laughed me to scorn, with the usual ignorance and arrogance of the Englishman, and replied, 'My dear fellow, you would have to go by the Atlantic or the Pacific or the Indian Ocean. I am not quite sure which.'

"TOM MCKAY."

MAKES HONGKONG HIS HEADQUARTERS.

Cheerful Tom McKay, who is probably the best known shipping and railway agent in this part of the world, is once more in Hongkong. He has been having a great time in the Straits and India, and it is satisfactory to know that business is good. But with the optimistic Tom business is always good, for he would charm a listener even against his will into making a trip to America. In fact, one feels after hearing the persuasive eloquence of the genial passenger agent that he is in some way defrauding the steamship companies represented by T. D. McKay if he fails to book a passage instantaneously. And that is why, probably, that so many people are travelling to Europe via America, for once in the hands of T. D. there is no escape. The victim may wriggle and writhe, but in the end he books his passage through Tom, and discovers that he has done a wise thing. For there is no half-hearted measures about this agent. One is under the impression that when he embarks on one of Tom's boats—and, remember, the boats seem to belong to him out and out, while he owns or appears to own half the railways in the great and glorious United States—that he is the guest of the bustling agent. T. D. McKay will see to his comfort from start to finish; indeed, one gains the idea that the greatest regret which Tom has is that he cannot accompany you across the Pacific and through the Republic. But he will see the wires working and if you do not find a brass band at the other end waiting you when you land, together with the Mayor and Aldermen on the quay with an illuminated address enclosed in a gold casket to be presented to you as a souvenir and expression of pleasure that you have consented to honour God's country with your presence, if by any chance you do not find all these things then the fault cannot be placed at the door of T. D. McKay. Possibly the civic corporation has mistaken the date of your arrival, or the band is asleep, or your very presence has overwhelmed the crowd. Of course, the passage across will be accomplished in the acme of comfort and luxury. The captains, officers and stewards of all the boats "run" by the inimitable T. D. have special instructions from him to see that your every wish is gratified. If they fail to meet your wishes we betide them, for the cheery Tom can become as black as a thunderstorm when roused, and as furious as an untamed hippopotamus. After his travels in India, T. D. has decided that there is no place like Hongkong. He intends to stay here for some months, when he will doubtless return to his home in Yokohama. His "folders" and pamphlets and bills are as interesting as ever. To give an idea of the innumerable interests in his care it may be mentioned that he represents the San Francisco Overland route, the Pacific Mail Steamship Company, Occidental and Oriental Steamship Co., Toyo Kisen Kaisha (Oriental S.S. Co.), Southern Pacific Company, Union Pacific Railroad Co., Chicago and North Western Railway, and Atchison, Topeka, and Santa Fe Railway. The latest feature of Tom's candidature for business is a poem entitled "A happy thought." It isn't exactly poetry, but it will serve. The last two lines will show its character. It says: "Avoid the Red Sea's fearful heat, and Biscay's boisterous Bay. It costs the same, so take the best, and write to Tom McKay." For the present, then, Hongkong will be lighted up by the presence of T. D. McKay, and he may be found daily at the offices of the Pacific Mail Steamship Company, or at the King Edward Hotel. He has a new fund of anecdotes and experiences to relate, and those who know him are well aware that he is never loth to enlighten the seeker after knowledge.

A SERANG IN TROUBLE.

DEFAUDING A SHIP'S OWNERS.

In the Singapore Police Court the other day, Cheong Kow, the serang, on board the s.s. *Kintuck*, was charged with defrauding the owners of two passage tickets. The facts of the case were that two Chinamen were smuggled on board at Hongkong by the accused. The understanding was that they should each pay accused \$10 on arrival in Singapore. When the men arrived there they vanished and the accused reported the matter at Sepoy Lines Station with the result that he was himself arrested for defrauding the Company. Lap Ah Wai, formerly a carpenter at Tanjong Pagar, said that he left Singapore for China to get married. On the 24th of last month he was in Hongkong on his return to Singapore. He went on board the s.s. *Kintuck* and was introduced to the accused by a friend. He had no passage ticket but accused said it did not matter, and offered to take him to Singapore for \$10. On arrival there on the 29th instant he went ashore to raise the money and then he returned on board with the \$10 which he handed to the accused. The money was for his passage money and food on board. His Worship could not find that any offence had been committed. There was a mutual contract between witness and accused and that contract was duly fulfilled. Inspector Hart, who had the handling of the case, contended that the money received from witness was pocketed by the accused, and therefore the ship or its owners were defrauded of the cost of a passage including food which according to the Captain was \$5.50. His prosecution was at the instigation of the ship's agents. His Worship then fined the accused \$25 and ordered that \$5 out of this should be handed over to the ship's agents.

In the ocean off the shores of Bermuda there is one species of fish which adapts its colour to that of the rocks and reefs among which it swims. The fish called the "groupers" possesses this power. Its power of changing runs through a considerable range of colours. A specimen of the ordinary octopus frequently escapes pursuit by reason of its ability to imitate any brown or grey rock on which it rests.

DEPRESSION IN SINGAPORE.

LOSSES IN TRADE.

Optimists are of the opinion that the present trade depression is simply the transition stage through which we are passing to more prosperous days to come, says the *Eastern Daily Mail*. Leading mercantile men, and those who feel the pulse of the Colony, believe that more prosperous times are near at hand, and that a general improvement will shortly take place in the trade and prosperity of the Colony. Quite recently a big Chinese failure was announced, the liabilities of the bankrupt "chop" being considerably over a quarter of a million dollars. Some thirty-six firms were sufferers, one or two of them in no small degree. Failures such as these cause the money market to tighten immediately, and the result is trade slackens from that moment, and the man in the street, without understanding the cause, perceives that times are harder all round, and while deploring the position, finds himself at a loss to explain the reason or suggest a remedy. The financial downfall of a big "chop" seriously affects, if it does not annihilate, the confidence and credit essential to the well-being of our trade. We do not pretend to shed crocodile tears over the losses recently sustained by the European merchants, large though they be. They are frequently the victims of circumstances, but in many cases they have only themselves to blame. In the present system of trade prevailing in the Colony a Chinaman who can persuade a Towkay of repute to stand sponsor for him, and to introduce him to a few leading merchants, can obtain credit without anything in the form of security being required. The Chinaman may be a man of straw, or he may even have experienced bankruptcy, but thanks to the *nom de plume* of a new "chop," the Towkay's good word, and a couple of delivery orders from a well-known firm, he may start business and trade right away. At the present moment there are numerous Chinamen in Singapore and Penang trading more or less with European merchants on credit; many of these have passed through the hands of the Official Assignee, have settled for 30 or 40 per cent, and have had fresh credit extended to them by the firms who have suffered at their hands. We are well aware that competition in Singapore is exceedingly keen, also, that anything like co-operation among the merchants is a matter of sheer impossibility; a position of affairs that has more than once been clearly exemplified in the Chamber of Commerce, where the diversity of nationalities represented makes unity of any sort a matter of great difficulty. But we certainly think that the merchants for their own protection should combine, or at least make an effort at combination to check the bankruptcy epidemic with which they are afflicted from time to time. No doubt many of these native failures are genuine, but it is a remarkable coincidence that whenever a composition is offered the amount always ranges between 30 and 40 per cent, which has become the recognized tariff of compromise, and the larger the liabilities the greater the ease with which the composition can be effected. Were the merchants here to make a hard and fast rule in all cases of doubtful bankruptcy, viz., that the bankrupt should receive no further credit whatsoever, it is morally certain that we should have fewer failures in the local market. Under the present system of liberal credit the ease with which a dealer—especially in the case of Chinese—may re-start business only stimulates and encourages risky speculation and is in no way advantageous either to European merchants or Chinese buyers of financial integrity.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling	
London—Bank T.T.	2 1/8
Do. demand	2 1/16
Do. 4 months' sight	2 1/16
France—Bank T.T.	2 1/16
America—Bank T.T.	51 1/2
Germany—Bank T.T.	2 1/16
India T.T.	158 1/2
Do. demand	158 1/2
Shanghai—Bank T.T.	2 1/8
Singapore T.T.	11 1/2 prem.
Japan—Bank T.T.	103 1/2
Java—Bank T.T.	127 1/2

Buying.

4 months' sight L/C	2 1/16
6 months' sight L/C	2 1/16
30 days' sight San Francisco & New York	51 1/2
4 months' sight do.	52 1/2
30 days' sight Sydney and Melbourne	2 1/16
4 months' sight France	2 1/16
6 months' sight do.	2 1/16
4 months' sight Germany	2 1/16
Bar Silver	31
Bank of England rate	4 1/2
Sovereign	94 1/2

THEATRE

ROYAL.

CITY HALL.

GREATEST SUCCESS THAT HAS EVER VISITED HONGKONG.

CHANGES IN THE PROGRAMME, BEGINNING TO-NIGHT.

LAST THREE NIGHTS.

THE GREAT THURSTON, WORLD'S MASTER MAGICIAN.

SPECIAL MATINEE, SATURDAY, MAY 12th.

Children Half-price to all Parts of Theatre.

SPECIAL TRAMS

WILL BE RUN FROM THE THEATRE TO PEAK AFTER PERFORMANCE. WINFIELD BLAKE and MISS MAUD AMBER.

THE POPULAR COMIC OPERA STARS.

Booking for Reserved Seats, Dress Circle and Stalls at ROBINSON'S PIANO CO. H. P. LYONS, Touring Manager.

Intimations.

THE

ROBINSON PIANO

CO., LD.

NEW PIANOS

\$70 CASH

AND 18 PAYMENTS OF \$20 EACH

OR \$385 CASH.

GREAT STRENGTH AND SUPERIOR

TO ANYTHING IN THE

COLONY.

Steinway,

Bechstein,

Krauss,

Haake,

Hopkinson,

Winkelmann,

ON

CORRESPONDING TERMS.

ALSO

BABY GRANDS

AND

PIANOLAS.

Hongkong, 4th April, 1906.

[38]

Just Landed.

FIRST SHIPMENT.

A PERFECT SCOTCH WHISKY.

D. & J. McCALUM'S

"PERFECTION"

Per Case 12 Bottles

in Mallet-shaped

& Ordinary Long

Quarts - - \$16

SAMPLES ON APPLICATION.

SOLE AGENTS—

H. PRICE & CO.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 28th April, 1906.

[41]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"TYDEUS"	10th May	
GLASGOW and LIVERPOOL	"RHIEUS"	17th "	
GLASGOW and LIVERPOOL	"IDOMENEUS"	24th "	
GLASGOW and LIVERPOOL	"JAX"	31st "	
GLASGOW and LIVERPOOL	"MEMNON"	7th "	
GLASGOW and LIVERPOOL	"STENTOR"	14th "	

The S.S. "Tydeus" left Singapore on the 5th inst., p.m., and should arrive here on the 10th.

HOMeward.

FROM	STEAMERS	TO	DATE
* GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th May	
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	27th "	
AMSTERDAM, LONDON & ANTWERP	"JASON"	3rd June	
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	10th "	
* GENOA, MARSEILLES & L'POOL	"GLAUCUS"	17th "	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and	"TYDEUS"	12th May	
all PACIFIC COAST PORTS, via			
NAGASAKI, KOBE and YOKOHAMA	"STENTOR"	19th June	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and	"YANGTSE"	19th May	
PACIFIC COAST	"KEEMUN"	16th June	

The S.S. "Yangtze" will leave Kobe on the 11th instant for Hongkong via Moji, and is due here on the 19th.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
CHINKIANG	"KWANGSE"	15th May	
WEI-HAI-WEI, CHEFOO and TIENSIN	"HUICHOW"	12th "	
MANILA	"TAKING"	15th "	
CEBU and ILOILO	"SUNGKIANG"	15th "	
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"BINAN"	30th "	

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

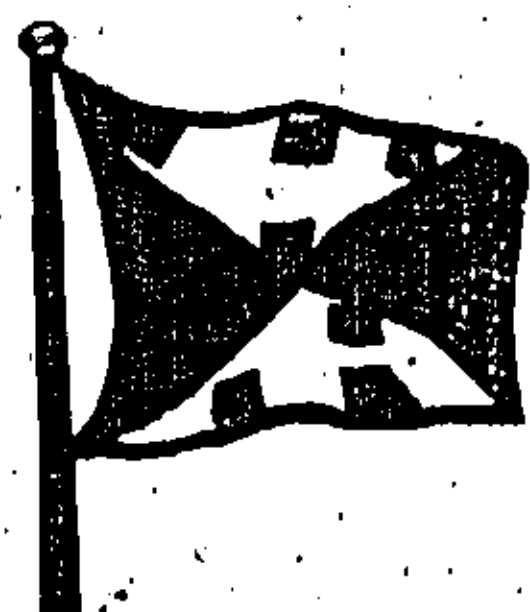
The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th May, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon staterooms—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almoud	MANILA (DIRECT)	SATURDAY, 12th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 19th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th May, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship.	Tons.	Captain.	For	Sailing Dates.
"RAMSAY"				About 20th May.
"ANGLO SAXON"				Beginning of July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 9th May, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SHEWAN & Co.

Hongkong 21st May, 1906.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On and after Sunday, 20th inst., inclusive, every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single, \$2; Return, \$3; 1st Class, Single with Cabin, \$3; Return, \$5; 3rd Class, Single, 50 cents; Return, 80 cents.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.,
Hon. Knip, 10th May, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW," 1,309 Tons, Captain T. R. MEAD.
"KWONG TUNG," 1,128 Tons, R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 p.m. every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey—\$4

Meals \$1 each.

Also

Excursions to MACAO every SATURDAY at 6 P.M., and every SUNDAY at 8.30 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

1st Class single \$2 with cabin \$3.00, return \$3 " 5.00.
2nd Class single \$1, return " 1.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is at the Western end of Wing Lok Street.

SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th April, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 11th May, 4 P.M.
SHANGHAI	"HOPSANG"	FRIDAY, 11th May, 4 P.M.
SHANGHAI	"CHOYSANG"	SUNDAY, 13th May, Daylight.
S'GAPORE, PENANG & CALCUTTA	"LAISANG"	WEDNESDAY, 16th May, 3 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th May, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Meisner	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE,"

Captain Krobbe, will be despatched as above, on or about 12th May.

To be followed by

S.S. "BENALDER."

S.S. "BENMOHR."

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 26th April, 1906.

FOR VLADIVOSTOCK.

THE Steamship

"ORANGE BRANCH,"

3,435 Tons, will be despatched for VLADIVOSTOCK about the end of May.

To be followed by

S.S. "MAORI KING."

S.S. "VINE BRANCH," 3,442 Tons.

For Freight, etc., apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 9th May, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on or about the 20th instant.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 10th May, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Powell, will be despatched for the above Ports, on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has Refrigerating Chambers which ensure the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th April, 1906.

Shipping—Steamer.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Dodero, will be despatched as above, TO-MORROW, the 11th instant, at Noon.

At Bombay, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 10th May, 1906.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after TUESDAY, the 15th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 15th instant, at 9.30 A.M.

All Claims must reach us before the 21st instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 9th May, 1906.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, 8th instant, at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after MONDAY, 14th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 14th instant.

All Claims must reach us before SATURDAY, 19th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 7th May, 1906.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 11th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th May, 1906.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 4th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th May, 1906.

Intimations.

SALE OF THE WRECK OF THE
CRUISER "SULLY."

TENDERS for the purchase of the said wreck, will be received up to THURSDAY, the 5th of July, 1906, at 9 A.M.

Written Tenders, worded according to a special form which will be shown at the French Consulate, Hongkong, should be sent under registered cover, to the Receveur des Domaines, at Hongkong.

The Sully will be sold as she lies. She is broken in two parts and is in deep water (about 17 metres) in the "Passo Houtie," Along Bay.

The total weight of the wreck is about 7,000 tons, including:

Steel Belt, about 2,280 tons.

Steel Hull, Mast, etc., 3,380 tons.

Machinery, Steel, Pig-iron, Brass, Bronze, 1,313 tons.

Torpedoes, arms and ammunitions which might be found on or about the wreck, will have to be handed to the French Naval Authorities.

For particulars, apply to the French Consulate, Hongkong.

By Order,

GASTON LIEBERT,
Consul de France.

Hongkong, 19th April, 1906.

[455]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.Ground Floor,
ST. GEORGE'S BUILDING,
HONGKONG.

GAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfaction."

**MESSAGERIES
MARITIMES**
FRENCH MAIL STEAMERS.